TIMES-VIRGINIAN

IN THE HEART OF THE DARK TOBACCO BELT
APPOMATTOX, VIRGINIA
ESTABLISHED 1892

CALVIN H. ROBINSON ..... EDITOR AND PUBLISHER
Member Virginia Press Association

Entered as second-class matter at the Post-office at Appomattox, Va. under Act of Congress of March 3, 1879.
Address all correspondence to The Times-Virginian, Appomattox, Va.
SUBSCRIPTION RATES: $1.50 per year, 75c six months. Payable in advance. Advertising rates upon request.

IS HELPING RUSSIA

The big Allied air offensive on German war plants and industrial establishments is serving many purposes. Other than the obvious effect of reviving the continental invasion and throttling Nazi production, the prolonged and sustained air attack is also serving as an aid to Russia. Much of German fighter plane reserve is being "pinned down" in Germany and kept from the Eastern front. Undoubtely, Hitler is about ready for a third major offensive in Russia. But unless the 1943 offensive has air superiority, it may be Hitler's last on the Eastern front.

Every air raid on Germany weakens the Nazi attack on Russia. The air raids will continue and increase in intensity.

College Consolidation

Governor Darden's plan for consolidation two of the State Teachers Colleges with the University of Virginia and the Virginia Polytechnic Institute, will, we trust, mean no obstacle stands in the way. It has been our belief for years that Virginia's educational set-up was top-heavy. Too low a share of available moneys went to elementary and secondary schools.

We have new evidence of this in the hundreds of thousands of Virginia youths turned down for the Army on grounds of illiteracy. The boys left didn't go to school. The Governor should see to it that our laws for compulsory school attendance are enforced and that illiteracy is routed in the Old Dominion. Virginia is justly proud of her institutions of higher education. But Virginia is humiliated at the charming illiteracy rate. The average of educational status must be raised. It is time that the finger of responsibility in Virginia be pointed at whoever is at fault for the State's low standing in literacy ratings.

2ND WAR LOAN

BACK UP YOUR BOY
Buy an Additional Bond Today

What You Buy With
WAR BONDS
Beans

So long as a soldier can eat and think up disparaging names for his equipment the Army will do all right. Food is either "beans," or "chow."

"Chow" may consist of a well cooked meal or if circumstance demand our fighting men have learned to subsist on "Ration K," the concentrated food that all of them carry into battle.

With millions of men and women in the services it will require a lot of War Bond buying on our part to keep them happy.

U. S. Treasury Department

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Eyes Examined—Glasses Fitted
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Heroine, 9, Aids Plane Victims in Mountains

CASTIAC, CALIF.—A nine-year-old girl hiked five miles over mountains and across streams to care for two army air force fliers, injured in a plane-glider crash.

Marylynn Winkler, daughter of N. C. Winkler, Romero Canyon rancher, reached the two injured fliers, Staff Sergt. Robert Edelman of Long Island City, N. Y., and Pvt. Robert Nengel of Orlando, Fla., built a fire to warm them, and watched over them for hours until help arrived.

"She kept scurrying up the hillsides, foraging brush for fire," said Sergeant Edelman. "Even when it got dark she kept running off for more wood.

"When the army field ambulance got as far as it could, she rustled up some long branches for stretcher poles and helped make emergency stretchers. She was wonderful."

But Marylynn took the praise modestly.

"I just couldn't leave them there alone and hurt like that."

What You Buy With
WAR BONDS
Prevents the "Bends"

Before our fighting pilots take to the air for stratosphere flying they must be "super-up." To do this the pilot just before he takes off pedals a stationary motor driven bicycle to reduce the amount of nitrogen in his blood. Otherwise gas bubbles would collect in his blood stream.

The stationary bicycle is an inexpensive piece of equipment, but the vast quantities of this and other materials of war make it imperative for all of us to keep our fighting men well supplied by greater and greater purchases of War Bonds.

U. S. Treasury Department

What You Buy With
WAR BONDS
"Smoke Eaters"

A battlewagon loaded with various explosives, bombs, torpedoes, oil and gasoline is not the safest place to be with a fire raging, so all but the smaller ships of our Navy are equipped with elaborate fire fighting apparatus.

It may be that this equipment never will be used during the entire course of the war, but it must be paid for out of the War Bonds and Stamps that we are setting aside each payday.

U. S. Treasury Department

What You Buy With
WAR BONDS
Torpedo Junction

"Awash amidship!"

"Sparks," the radio operator, has sent his final message from another U-boat victim. The lifeboats are pulling away from the doomed vessel as millions of dollars' worth of food, supplies and munitions settle to the ocean bottom in another allied catastrophe in the Battle of the Atlantic.

Millions of dollars' worth of material that was paid for by the dollars we saved and invested in War Bonds. Thousands of man hours have been lost.

We can have but one answer: work harder, save more and invest more frequently in War Bonds.

U. S. Treasury Department

Thirteen billion dollars—the sum the Treasury must raise in the Second War Loan drive, is only one sixth of the estimated cost of the war for the fiscal year of 1943.

PICTUCE NEWS

Canadian Invents Jeep On Snow Shoes Carries Six Fully-Equipped Soldiers •

The weird-looking vehicle plowing through a snow drift in the top photo is the Canadian Army's favorite winter buggy. Capable of "sailing" over the deepest snowbank, it is the invention of J. A. Bombardier, of Valcourt, P.Q. (lower right). A snow jeep under construction is shown in lower left photo.

ON and off for two winters, the old farmer had been shooting encouragement to the neighbour's boy. In a Rube Goldberg contraption, consisting of two sleds and an old engine, the lad had been vainly trying to climb a steep incline leading to the woods. Finally, one evening, the farmer rushed into the house crying to his wife: "He's made it! He's made it! I knew he'd do it!"

That was twenty years ago. Today, that boy, Armand Bombardier, now 35, is still turning out weird conveyances, but these are real snowmobiles and he is building them for the Canadian army. Experts in the Army Engineering Design Branch of the Department of Munitions and Supply, agree that his invention is just the thing for personnel transport across the snow-bound countryside, carrying as it does half a dozen fully equipped men over the deepest snow.

His featherweight snowmobile is a plywood vehicle mounted on wide snowshoe-like tracks. It is equipped with skis at the front and is propelled by a rugged 95 h.p. engine located at the back. With a speed of more than 25 miles an hour, it can go anywhere a skier or snowshoer can. The secret of its mobility lies in its extremely supple suspension. Its tracks are supported by specially designed pneumatic wheels, four on each side.

Armand Bombardier has lived all his life in the small Quebec settlement of Valcourt in the hilly Richmond Township. Years ago, the boy was completely isolated during the winter months and the idea struck the young inventor that he should devise some vehicle which would travel over the snow covered hills to the neighbouring towns.

Leaving school early—he had virtually no technical training—he opened a garage, making sure there would be plenty of space for his snowmobile experiments. He built dozens of models, labouring late at night designing springs, improving motors. He tried every form of propulsion including propellers. These, however, he discarded when he became convinced that traction was the only solution.

Like most inventors he was the butt of many jokes, and few took him seriously. They all changed their minds, however, when, in 1936 he succeeded in turning out a model which performed marvels in the deepest snow.

Czechoslovak Army in Russia

These radiophotos from Moscow to New York are the first pictures to reach the U. S. showing the Czechoslovak Army in Russia. Above, platoon commander Albert Elovich cautiously leads a machine gun crew down the street of a village from which the Germans have been repulsed, Col. Ludvik Svoboda (right), commander of the Czechoslovak units on the Soviet front, has just been given the Order of Lenin, the Soviet Union's highest award, for courage displayed on the field of battle.

Organized in July, 1941, with an agreement between the Czechoslovak and the Russian governments, and acting with the full sovereignty of their own government, these Czechoslovak units have been in action against Germans since Jan., 1943. Made up of officers, men and women auxiliaries who made their way to Russia after the Germans marched into Prague, these units trained with the Red Army, then asked to be sent to the front. A Russian communique on April 2 gave special mention to a unit under Lieut. Yarosh, which held an important village against repeated tank attacks of superior enemy forces. Recently, 87 Czechoslovaks were awarded high military [illegible] by the Soviet [illegible].

Bogey Men to the Axis •

MASSIVE United States Flying Fortresses, escorted by Spitfires of the Royal Canadian Air Force, have been making air history during past months with their high level precision bombing attacks on objectives in enemy occupied territory.

Individual fliers from the Dominion who comprise a Canadian fighter wing in Britain have played a large part in the development of fighting techniques at high altitudes where combat has never previously been attempted.

The great heights, ranging from 20,000 to 25,000 feet, from which the Forts have bombed factories, marshalling yards and other objectives, have been topped half again by the fighter squadrons which protect them on their long hauls.

The problem of escorting these monster bombers has developed the job of the fighter pilot into a task which requires the same skill and rapidity of judgement, in the sub-stratosphere of 32,000 feet, as needed in a micro normal environment carried out at half that height. For at over 30,000 feet the fighter pilot has to watch constantly for conditions which would not affect his actions at lower altitudes.

For one thing, in the thin air his oxygen supply must be properly regulated. If he takes a single breath of the atmosphere which nature provides at that height, "he's had it," in the parlance of the airman. He constantly watches his oxygen control tap, making sure he is getting the right amount.

As he slides along above the cloud in his Spitfire at something more than 300 miles an hour, the pilot remembers that his aircraft is not going to respond quite the same to his touch on the control column and rudder bar as it did nearer the earth. So when he does contact the enemy, either in attack or defense, he allows for this difference in mechanical response.

There is wind up there, too, a tearing, shrieking wind that may whip the aircraft along at an additional 140 miles an hour, or retard its progress by that much if the squadron is flying into the wind. The pilot must allow for this. If he calculates wrongly he may run out of gas long before he can reach home shores again.

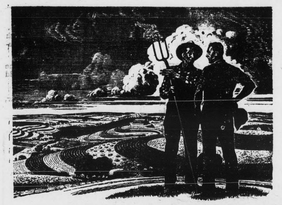
It's a new world up there, lonely and cold, where the air is thin and dust is scarce, and the glare of the sun is accentuated by its reflection from the dazzling banks of clouds.

Because they stay alert in a realm where the mind is wont to wander, these fighter pilots are called "keen eyes." Should his mind wander even for a moment, ten or fifty Focke Wulfs may swoop down on the squadron, or on the Fortresses they are there to protect.

The high flying "Spits," with young men from every province of Canada at the controls, have proved their worth in the new battle arena high above the clouds. Day in and day out they have flown and fought at heights that would have been declared impossible a few short months ago. Their vital job has enabled the mighty bombers to reach their planned objectives safely, drop their deadly loads and return to base.

Ships of the Royal Indian Navy guarding India's coast and on patrol and convoy duty in 1942 travelled a distance equal to 33 times around the earth at the Equator.

On January 1, 1943, there were 25 million A ration books for passenger cars in the hands of consumers, 6,400,000 of the B books, and 3,600,000 C books.



PLANNING ISN'T NEW

THE way a lot of people are talking these days, you'd think planning is something new.

But anybody who's ever run a farm or a factory knows that if you don't plan, you can't get the most out of what you have to work with.

To plan properly, the farmer has to know about crops, soils, seasons, tools, and stock; and the man operating a factory has to know about machines, markets, science, and engineering.

Yet for all this specialized knowledge which each of these activities requires, the managers of both farm and factory have much in common in their planning. They have the same problems—to mention a few—of employment and taxes, of costs and a fair profit, of setting aside reserves for a "rainy day."

And they have the same objective in their planning—to do everything they can for their country today, and, tomorrow, to make a fair living through greater service to their fellow Americans. *General Electric Company, Schenectady, N.Y.*

GENERAL ELECTRIC

From where I sit . . .

by Joe Marsh

Bill Burry was reflecting back on the last war and what the boys used to do when they got a furlough.

"We weren't a hard-drinking bunch particularly, but that was in Prohibition," said Bill, "and forbidden fruit always seems worth goin' after. We'd hunt up a bootlegger, which was easy, and buy a bottle.

"So, instead of a beer or two, well—I guess we generally drank too much! . . . wonder what the boys are doing this time?"

I got out the official report the Office of War Information made and read him this: **"The fact that there is vastly less drinking among soldiers in this war may stem in part from the sale of beer in camps."**

From where I sit, it certainly doesn't look as if we had to worry about our boys. We learned our lesson in the last war, and I'm glad to see we're on the right track now.

Joe Marsh

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Locust Grove

Locust Grove, May 25.- Mr. and Mrs. Johnny Carnefix spent Sunday with her father, Jessie Dickerson, at Spout Spring.

Mr. and Mrs. Willie Beale and son, Bennie spent Sunday evening with his mother, at Pamplin, who has been very sick, but is better.

Mrs. Lloyd Hamilton aned Miss Margaret Mayberry, of Lynhburg, spent the week-end with Mr. and Mrs. Tom Robertsone Mr. and Mrs. Homer Reynolds, G. W. Robertson, Mrs. Percy Thompson and Mr. and Mrs. Hermon Robertson were Sunday guests in this same home.

Pfc. James Beale returned to Camp Forrest, Tenn. Friday after spending an eight-day furlough with his wife and parents.

Walker Carnefix spent Sunday with his aunt, Mrs. Lucy Perkins. She is not so well.

Ben Megginson spent last week at home.

Mr. and Mrs. Sam Megginson and family, Mr. and Mrs. Jessie Chenault, Mr. and Mrs. Clarence Beale and Dick Morgan, Spencer Garrett, Braxton Garrette, Mrs. Tom Robertson, Mr. and Mrs. Johnny Carnefix, Mrs. Homer Reynolds, George Robertson, Mr. and Mrs. Bennie Beale and Mr. and Mrs. T. A. Garrette called on Pvt. James Beale last week in the home of his parents.

Little Elizabeth Beale, of Andersonville is spending some time with her grandmother, Mrs. Lula Beale.

Mrs. Mattie Walker Coleman, of Newport News spent several days last week with her neice, Mrs. J. K. Megginson.

Bethany

Bethany, May 25.- Mrs. David Paulette, of Lynchburg spent several days with Mr and Mrs. P. O. Paulette.

Miss Addie Lucas spent the week-end with Mary Harvey.

Mr. and Mrs. P. O. Paulett called in the home of Mrs. W. L. Paulette Monday night.

Misses Addie Lucas, Mary, Martha Harvey, and Betty Harvey visited Carolyn and Emmett Paulette Saturday night.

Miss Thalia Harvey, of Lynchburg spent the week-end with her parents, Mr. and Mrs. Mott Harvey.

CARD OF THANKS — We wish to express our sincere thanks to our many friends for their kind expressions of sympathy, flower contributions and cars at the death of our sister, Nellie Graves.

—Sisters.

COLORED DOTS

Funeral for Miss Graves

Miss Nellie Graves died in Brooklyn, New York, May 17th, 1943. Funeral services were conducted at the First Baptist Church in Appomattox May 23, at 2 P.M. by Rev. Nelson Jordan. Interment was in the Booker cemetery. Miss Graves is survived by four sisters and two brothers-in-law, Mrs. Nannie Hunter of Appomattox, Mrs. Eula Mae Floode, Mrs. Lucy Jackson, of Baltimore, Mrs. Della Hardy, of New York City, William Hunter, of Appomattox, and John Jackson, of Baltimore, and a host of relatives and friends.

Gardens growing rapidly now.

USED INNER TUBES ARE RATION-FREE

Used inner tubes for passenger car or truck tires can now be purchased without a ration certificate. All rationing regulations have been removed on used tubes to help conserve the supply of new ones.

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You can't go to work on tires alone!

Save your tires, sure-but
SAVE YOUR WHOLE CAR AS WELL!

NO matter how you nurse your tires along, they won't do you a bit of good if you neglect the car they're mounted on.

Not that we're trying to minimize the importance of proper tire care. We ourselves offer as complete a tire-saving program as you could find anywhere—including wheel alignment, wheel balancing and scientific brake equalizing.

No, we don't want to talk down the importance of your tires—we want to *talk up* the importance of your whole automobile. Remember, *no new cars are being built at all. Your present car must last.* That means you need a program of complete, all-round maintenance service. Not just tire inspection. Not just lubrication. But these things *plus* all the other vital services so necessary to counteract the possible "ill effects" of today's low speeds and limited driving.

We offer just such a *complete, up-to-date* service program. Why not see us today!

RUBBER IS VITAL *BUT-*

DON'T NEGLECT OTHER VITAL PARTS LIKE THESE!

Brakes not equalized wear out fast. Worn linings result in scored drums.

Valves improperly adjusted are subject to burning out and must be replaced.

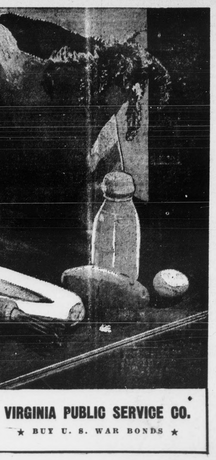
Distributor points, made of vital tungsten steel, must be kept adjusted to prolong life.

Pistons and piston rings will last longer if safeguarded by proper lubrication.

YOUR OLDSMOBILE DEALER
ALL-'ROUND, ALL-QUALITY, ALL-CAR SERVICE

Moses Motor Co.
Appomattox, Va.

Preparing Food In Advance



The low temperature maintained in the efficient refrigerator makes it possible to prepare foods in advance. This is especially helpful when you want to save time and confusion or when you just want to keep extra food handy.

You must be sure, however, that your refrigerator is in good operating condition. Yours is one year older now and new ones are impossible to get. Take good care of it—especially in the hot summer months. Watch your favorite magazines, newspapers for timely ideas or see Your Dealer or our Home Economist.

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★ BUY U. S. WAR BONDS ★